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THIRD EDITION.

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...illiam C. Macdonald
May 30, 1899

REPORTS

OF

THE "LATE HOUSE OF ASSEMBLY," "HOUSE OF COMMONS," AND THE "LEGISLATIVE ASSEMBLY" OF ONTARIO,

IN RELATION TO THE

HURON & ONTARIO SHIP CANAL.

Printed by subscription of the following gentlemen:

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TORONTO:
PRINTED BY HUNTER, ROSE & COMPANY, 86 AND 88 KING ST. WEST.
1871.

THE FOLLOWING COLLECTION

OF

PUBLIC DOCUMENTS AND REPORTS

ON THE SUBJECT OF THE

HURON AND ONTARIO SHIP CANAL,

EXTRACTED CHIEFLY FROM THE JOURNALS OF THE

LEGISLATIVE ASSEMBLY OF CANADA,

OF THE

COMMONS OF THE DOMINION,

AND OF THE

LEGISLATIVE ASSEMBLY OF ONTARIO,

IS RESPECTFULLY DEDICATED TO

HIS EXCELLENCY BARON LISGAR, GOVERNOR-GENERAL, G.C.B.,

&c., &c., &c.,

AND THE

PEOPLE OF THE DOMINION OF CANADA.

BY THEIR FAITHFUL SERVANT,

F. C. CAPREOL.

THE HURON AND ONTARIO SHIP CANAL CO.

CHARTERED BY ACTS OF THE CANADIAN PARLIAMENT, 19 & 20 VIC., CAP. 118; AND 29 VIC., CAP. 7

CAPITAL $40,000,000.

Provisional Directors:

FREDERIC C. CAPREOL, Esquire, President.

W. J. MACDONELL, Esquire.

Honourable DONALD MCDONALD, Senator.

THOMAS R. FERGUSON, Esquire, M.P.P.

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Engineers:

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WILLIAM SYKES, Esquire, C.E., Toronto.

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Honorary Secretary:

Solicitors:

Messrs. CRICKMORE, BOYD & STAYNER.

To His Excellency BARON LISGAR, *Governor-General, G.C.B., G.C.M.G., &c., &c., &c.*

Toronto, the 31st January, 1871.

MY LORD,

In respectfully dedicating to Your Lordship, and the people, the following public documents, on the subject of the Huron and Ontario Ship Canal, I am constrained to do so from a feeling of duty I owe to over 200,000 petitioners, to those I represent, and to myself. I could say much more, but I have endeavoured to be as brief as possible.

As chief Executive Officer of the Huron and Ontario Ship Canal Company, empowered by authority of the Board, under the seal of the Company, I am in possession of facts, from the opinions of two of the most eminent engineers in the world, Mr. John Hawkshaw and Mr. A. M. Rendel, based on the able report, plans and survey of Mr. Wm. Sykes, submitted to them, and I fearlessly assert that the HURON AND ONTARIO SHIP CANAL IS QUITE PRACTICABLE.

I am also in possession of plans which will lessen the deep cutting in the ridges, one hundred feet, saving, in the expense of construction, at least $4,000,000.

The canal proper would be but sixty miles.

It will also save, in distance, over 800 miles, between the upper lakes and Liverpool, for vessels of 1,200 tons burden, *via* the St. Lawrence, and a saving of time *viâ* the Erie Canal and New York of 14 to 16 days, and with the present amount of freight, an annual saving of £2,400,000 sterling, or about $12,000,000.

The canal can be constructed in less than five years, all preliminaries being arranged, giving employment to many thousand persons.

The Huron and Ontario Ship Canal will secure to the Dominion of Canada the fast increasing carrying trade of the great West and the North-West, making Canada the star of attraction of the world for capitalists, and emigrants seeking employment.

A bonus of 10,000,000 of acres of wild lands would have, and may yet, secure its construction.

Opposition and difficulties I expected, as I did in the initiation of railroads in this country; but I overcame them, and he is a bold man who will deny that the construction of railroads has not materially assisted in making Canada what she now is.

In the newspaper reports of the 28th June, 1848, of a public meeting held in Toronto, for the construction of the now called Northern Railroad, Mr. C. S. Gzowski, in his speech on that occasion, stated that plank and macadamized roads would be sufficient for Canada for the next 30 years, and that it was insanity and weakness in any one to think of railroads. At the same meeting, although others opposed me, I sturdily and forcibly advocated railroads. The result speaks for itself.

Query? If Mr. Gzowski so erred in his judgment then, may it not be questioned whether he, in connection with Mr. Laidlaw, one of his now railroad friends, and who are both on the Canal Commission for Ontario, may not be equally in error on canal matters at present.

I have never committed myself in speaking or writing against the Ottawa Canal (and refer any one to the Honourable Mr. Skead, of Ottawa,) because the construction of that work would not clash with the Huron and Ontario route. The former being a barge canal, and the latter a ship canal.

I have, however, spoken against the enlargement and deepening of the Welland Canal, and I do so still, in consequence of the difficulty in navigating the St. Clair Flats by vessels drawing the necessary water.

The resources, however, of the Dominion can construct all, as well as make the improvements in the St. Lawrence River and her canals, to pass vessels of equal draft of the Huron and Ontario Ship Canal, viz., locks not to be less than 13 feet 6 inches on the

cills, and of a length and breadth to pass vessels of a tonnage before named—of 1,200 tons.

I have spent a fortune in time and money, and have had the honour of interviews (through friendly introductions) with the Governments of France, England, and the United States, as well as visited the principal commercial cities in England and the United States, collecting statistics and possessing myself of such sterling information which leads me to believe that the receipts of the canal will return a remunerative interest on the capital expended ; but I learned in England (from whence the capital must come) that however brilliant the prospects may be made to appear for a profitable investment, such had been the disastrous results from investments made in Canada for public works. I found it useless to proceed without a bonus being guaranteed of 10,000,000 acres of the wild lands of the country. If I could have obtained this bonus, I had secured the counsel of the most eminent men in England, as engineers, the most reliable contractors in England and the United States, as well as the leading capitalists of Great Britain, for negotiating the financial arrangements for so great and useful an enterprise.

To give Your Excellency, and the people of the Dominion, an idea of the contractor I had secured in England, his contracts in India and elsewhere, at the time I was negotiating with him, required 140,000 employees on his monthly pay list, since which I learn that he and Mr. Hawkshaw were sent for by the Pasha of Egypt to consult on a canal communication with the upper Nile, a distance of 1,100 miles, at an estimated cost of £17,000,000 sterling.

The representatives of New Brunswick and Nova Scotia are aware of my desire to see accomplished the Bay Verte Canal.

I was also an advocate for the construction of the Sault Ste. Marie Canal, during, and since, the late Messrs. Lafontaine and Baldwin administration, and I am still of opinion its construction ought to be commenced immediately, to complete a line of a ship canal, through British territory, from the Bay of Fundy to the head of Lake Superior, and finally on to the Saskatchewan. And had I been honoured by being one of the Canal Commissioners, I am confident I could have suggested a plan for obtaining the capital required for all these works for a period of years, without requiring the return of any of the principal.

Holding in great respect and admiration the abilities of the Rev. Wm. Morley Punshon, I desire, before closing, to quote the words of his letter to me, on the canal project :

"Toronto, February 12, 1870.

"My Dear Sir,—I am not able to be present at the meeting to-night on the matter which you have so much at heart, and moreover it is not my province to speak to the citizens of Toronto on purely secular questions, which they understand much better than I.

"It is quite within my province, however, to watch the progress of your movement with interest, to congratulate you upon your determination to see no such thing as invincible difficulty, and very heartily to wish you success.

"It is for practical men to say whether the scheme is feasible. I think, at any rate, you have established a claim that it shall be well considered. If it shall be proved to be at once possible and remunerative to the future of the country, its encouragement becomes both the truest patriotism and the soberest wisdom. There are times in the history of a land in which generous expenditure is economy, and in which parsimony is as the shadow of death ; and they are wise rulers who can discover this, and who are equal to the hour.

"To me who am unconnected with politics, and who look out, as from the 'loop-holes of retreat,' upon the political aspect of the times, it does appear that the next four years are the years of opportunity for Canada. If they slip away without enterprise, unity and far-sightedness on the part of her rulers and her people, she will have no such chances again. If the young Dominion puts forth her power worthily, there may be an empire in her loins.

"I am, dear sir,

"Yours faithfully,

"W. MORLEY PUNSHON.

"F. C. Capreol, Esq."

I beg to add that the Canal Commission, now sitting, owes its origin to a suggestion of mine, and I thought that, after the great length of time I had expended to promote the canal interests of the country, I had a just claim to be appointed one of its members. But I was met with the objection that I was committed to a particular scheme, and was not in a position to be an impartial judge, while the event showed that the three Commissioners selected for Ontario had all of them been openly committed against the scheme of which I am the advocate. Under these circumstances, I appeal to Your Excellency and to the public whether I have not a just right to complain.

Not forgetting my grateful acknowledgments for the ever ready assistance given me by Messrs. Beaty and Harrison, the representatives of Toronto, in the Dominion Parliament, and the many members of the Senate and Commons, in bringing so prominently before the Government of the Dominion the canal question, as well as Messrs. Lount (of Simcoe), Grahame (of York), and others of the Ontario Assembly, for their efforts in endeavouring to lighten my herculean task to overcome the opposition of the Ontario Legislature.

I have the honour to be,
Your Excellency's
and the people's
most obdt. and humble servant,
FRED. C. CAPREOL.

REPORT OF THE SELECT COMMITTEE

OF THE LATE

LEGISLATIVE ASSEMBLY, 9TH JUNE, 1857.

THE SELECT COMMITTEE to which was referred the Petition of Rowland Burr, of the City of Toronto, on the subject of a Canal to connect the Georgian Bay, on Lake Huron, with the waters of Lake Ontario, at Toronto, have the honour to report :—

That in obedience to the order of your Honourable House, and in compliance with the prayer of the Petitioner, they have had Mr. Burr before them, and have obtained from him such evidence, verbal and written, as he was prepared to submit ; a portion of which is hereto appended.

From Mr. Burr's testimony it appears that he has, with commendable zeal, and in the exercise of a liberal public spirit, and at his own cost, within the month of May last, caused a survey to be made, by a competent engineer, of so much of the country in the line of the projected Canal as lies between Lakes Simcoe and Ontario, and is above the level of the former.

From this survey, which is eight miles in length, and embraces the most important difficulty to be overcome, it is found that the greatest depth of cutting to reach the level of Lake Simcoe will not exceed 175 feet, that throughout the greater part of this distance the depth will not average 40 feet, and that from the nature of the excavation, the cost will be much less than in ordinary heavy cuttings on the most important public works of this and the adjoining county.

The magnitude of the obstacles to be surmounted in uniting the waters of Lakes Huron and Ontario by a direct canal communication, seems hitherto to have deterred those most deeply interested from such a thorough investigation of the claims of this project upon public attention as to your Committee it appears to merit.

The present outlets to the trade of the Upper Lakes, through the Erie and Welland Canals, are already found inadequate, notwithstanding that trade is yet in its infancy. That sufficient facilities can be afforded by any probable enlargement of both those works, but few at all conversant with the interior of the resources of this vast continent, drained by our unrivalled Lakes and Rivers, will assert. New channels, more direct, and less dangerous and difficult, will be sought. Speed as well as safety is necessary to successful competition with our neighbours in the carrying trade. The shortest route, and that which presents the least interruption to the progress of vessels propelled by steam, or otherwise, in passing from the safe navigation of the St. Lawrence and Lake Ontario to the equally safe navigation of Lakes Huron, Michigan and Superior, will be found by a Canal crossing the neck of land between Toronto and Georgian Bay. The only obstacle which may at all be considered of an extraordinary character, is the ridge dividing the waters of Lake Simcoe from those of Lake Ontario. When the largest Canals did not exceed the dimensions necessary for the passage of boats carrying at most one or two hundred tons burden, the depth of cut necessary to pass that ridge might well be considered insurmountable ; but at this day, when channels are required for vessels of the largest class, freighted for ocean voyages, and with the aid of science and skill, reducing the labour of years to the effort of days, your Committee submit that a depth of cut not exceeding the greatest on this line cannot be looked upon as presenting an obstacle more formidable than the means in hand will justify.

Aside from the importance of the carrying trade of the North-western States of the Union, which your Committee believe will, of itself, fully justify the construction of the work in question, there are other and, in our view, more patriotic considerations, favoring

immediate and energetic action upon this subject. It is hardly necessary to say your Committee now allude to the extensive tract of country lying to the North-west of Lakes Huron and Superior, and always recognized as Canadian soil, as well as to that portion of our patrimony hitherto held by the Hudson's Bay Company.

This extensive country, rich in mineral and agricultural wealth, will, by the opening of the Toronto and Georgian Bay Canal, be at once far more than doubled in value. In this view of the subject alone, your Committee respectfully submit, will be found considerations fully justifying the most liberal effort on the part of the Government, and of your Honourable House, for the construction of this work.

Should the system of granting public lands in aid of public works of a national character be continued, your Committee respectfully submit that no work yet projected in Canada has equal claims with the Toronto and Georgian Bay Canal, to a liberal grant.

All which is respectfully submitted.

JOSEPH HARTMAN,
Chairman.

COMMITTEE ROOM,
9th June, 1857.

REPORT OF THE SELECT COMMITTEE

OF THE LATE

LEGISLATIVE ASSEMBLY, 31ST MAY, 1864.

THE SELECT COMMITTEE appointed to consider the practicability and propriety of constructing a Ship Canal between the Georgian Bay and Lake Ontario, *via* Lake Simcoe, have the honour to Report:—

That they have received evidence from various parties in reference to the practicability and necessity of constructing the proposed Ship Canal, which is herewith submitted.

Your Committee also submit the evidence collected by a former Committee appointed for the same purpose, and would recommend that the evidence should be printed.

The question of constructing this great public work has, for a long period, occupied the serious attention of several Municipalities and other parties in the western portion of this Province.

On referring to the Journals of your Honourable House, your Committee find that on the 9th of June, 1857, the late Joseph Hartman, Esquire, M.P.P. for North York, presented a Report from a Select Committee appointed to inquire and report on this projected work.

From that document, your Committee quote the following recommendations:—

"Aside from the importance of the carrying trade of the North-western States of the Union, which your Committee believe will, of itself, justify the construction of the work in question, there are other, and, in our view, more patriotic considerations favoring immediate and energetic action on this subject.

"Should the system of granting public lands in aid of public works of a national character be continued, your Committee respectfully submit that no work yet projected in Canada has equal claims with the Toronto and Georgian Bay Canal, to a liberal grant."

Agreeing with these views, your Committee consider that the construction of such a Canal is expedient on national and on Provincial grounds; they are convinced that as an adjunct to the commerce of Canada and the Great West, its value has not been overstated, and they entertain the opinion that the engineering difficulties, which undeniably exist, are by no means insurmountable.

As a national work, the importance of the proposed Canal is obvious.

It is a necessary complement to the plans which, at an enormous cost, have enabled

the British Government to promote the means of travel and transportation over a large part of the Province. The existing Canals, originally in advance of the wants of the time, are now deficient.

The progress of settlement westward, the development of the vast mineral resources which skirt the northern shores of Huron and Superior, and the certainty that at no distant day, the interests of civilization and commerce will demand facilities for intercourse from the present terminus of lake navigation to the golden shores of the Pacific, are circumstances which render the Georgian Bay Canal a matter which the Imperial authorities will necessarily entertain with favor.

Over and above these considerations, are others more strictly military and naval in their character, but of these it is not requisite, perhaps it is not prudent, for your Committee to speak at any length.

To the Province the project is scarcely less than vital. Its geographical position points at Canada as the possessor of the first commercial advantages which are to be found in the interior of the American Continent.

Even now the produce and minerals of the North-west demand increased facilities for reaching the seaboard, and the business men of Chicago and Oswego are of opinion that a Ship Canal from the Georgian Bay to Ontario presents attractions of which none else can boast.

Your Committee need not indulge in prophecy to prove that all arguments, based upon previous commercial wants, are trivial indeed when placed in the balance against the wants which will be experienced when a few more years shall have brought out, in a greater degree, the resources of the immense and fertile region of which this Canal will be the natural outlet.

In this regard the marvels of the past are the best index to the probabilities of the future.

That there are engineering obstacles, it were folly to deny. Your Committee, however, without entering into details, may be permitted to repeat, that the evidence of competent parties appears to demonstrate that nature presents no difficulties along the route surveyed which science and perseverance may not overcome at a reasonable cost.

Your Committee also find that Petitions from several Municipal bodies, including the City of Toronto, the Counties of York and Peel, the County of Simcoe, the Town of Barrie, and others, have been presented to your Honourable House for a grant of ten millions of acres of public lands, to aid in the construction of this Canal.

Your Committee, having a regard to the magnitude and importance of this work, venture to indulge the hope that a grant of land, commensurate with the greatness of the undertaking, will be made to the Toronto and Georgian Bay Canal Company, incorporated in 1856, as one of the best means of securing the construction of the work, your Committee being persuaded that without some munificent inducement of this description, it were useless to seek the co-operation of the capitalists of the parent country, on whom mainly the Province must rely for the practical execution of the enterprise.

Your Committee have to express their thanks to L. B. Crocker, Esquire, of Oswego; Col. R. B. Mason, Commissioner of the Illinois Central Railroad; and William Bross, Esquire, of the *Press and Tribune*, Chicago, for the very important statistics and useful information gratuitously imparted by them for the information of the Committee.

Your Committee cannot conclude this Report without expressing their appreciation of the liberal spirit displayed by Mr. Kivas Tully, Civil Engineer, in presenting 1250 lithographs for the purpose of explaining the position and advantages of the Georgian Bay route; also, for the zeal which he has manifested in preparing the necessary statistics, which, in the opinion of your Committee, will be found valuable for future reference, clearly demonstrating not only the propriety of improving the present channels, but also the necessity of constructing additional facilities of communication through this Province for the vast and rapidly increasing trade of the West.

The whole respectfully submitted.

THOMAS D. McCONKEY,
Chairman.

Committee Room, No. 16,
Tuesday, 31st May, 1864.

SECOND REPORT

OF THE

SELECT COMMITTEE

ON THE

HURON AND ONTARIO SHIP CANAL.

HOUSE OF COMMONS,
COMMITTEE ROOM,
June 14th, 1869.

The Select Committee to whom was referred the Petition of John Gordon and twenty thousand others, of the Province of Ontario, praying for the construction of the "Huron and Ontario Ship Canal," with power to send for persons and papers, and to report as to the practicability and expediency of the work, have the honor to report:

That this project has, for many years, engaged a large measure of public attention. In 1855, surveys of the the route were made by Mr. Kivas Tully, C. E., who reported favorably thereon, and his Report was confirmed by that of Col. R. B. Mason, an eminent American Engineer. In 1856, the Parliament of the late Province of Canada incorporated a Company with powers to construct the work. In 1857, a Select Committee of the Legislative Assembly of the late Province of Canada was appointed to enquire into and report on the projected work, and on the 9th June of that year, the Committee, through the late Joseph Hartman, Esq., M. P. P. for North York, reported strongly in favor of the enterprise, and stated that no work yet projected in Canada has equal claims with the proposed Canal, to a liberal grant of land. In 1864, a Select Committee of the Legislative Assembly of the late Province of Canada was appointed to consider the practicability and propriety of constructing this Canal, and on 31st May of that year, that Committee, by their Chairman, Thomas D. McConkey, Esq., M. P. P., reported, approving of the Report of the previous Committee, and stating that, to Canada the project is scarcely less than vital, and having regard to the magnitude and importance of the work, the Committee suggested that a grant of land commensurate with the importance of the undertaking, should be made as one of the best means of securing the construction of the work.

Your Committee have to report that they have had submitted to them a large body of evidence in reference to the expediency and practicability, in an engineering as well as a financial point of view, of the projected Canal.

Your Committee have had under their consideration a full and comprehensive Report of Mr. William Sykes, C. E., the resident Engineer of the Canal Company, on the general merits of the proposed Canal, containing a large amount of valuable commercial and other statistics bearing on the subject, and a full description of the engineering features of the work, and the prospects for traffic to render it remunerative.

Mr. Capreol, on behalf of the Canal Company, submitted the proposal of a number of capitalists in the United States, to undertake one-half of the contract for the construction, taking in payment one-half of the capital stock of the Company—say twenty millions of dollars—provided the remaining half be taken by British or other contractors, and that the Company be aided by the grant of ten millions acres of land.

Your Committee have had submitted to them letters from Messieurs John Hawkshaw and A. M. Rendel, eminent Engineers, of London, England, expressing their confidence in the engineering practicability of the work, and from Mr. George Wythes, a prominent and reputedly wealthy English contractor, offering to undertake the remaining half of the contract for construction, on the basis of the proposal of the United States capitalists already mentioned.

Your Committee have also had submitted to them a number of letters from various parties, prominent and well informed in matters of finance, expressing confidently the opinion that, in the present state of the English money market, the Stock of the Company would be readily taken up, provided that a grant of ten millions acres of land were made to the Company, but, at the same time, unequivocally stating that, without such grant, the floating of the Stock would be impossible at present.

Your Committee had also important evidence from the Honourable Charles Tupper, C.B., Walter Shanly, Esq., C. E., the Honourable John Ross, and the Honourable James Skead, which is submitted herewith.

Your Committee beg to report that they have no doubt as to the expediency of the proposed Canal. They are satisfied that, if constructed, it would be of immense value to the commercial and general interests of the Province of Ontario, and of the whole Dominion of Canada. The interests of Ontario would be greatly promoted by the local expenditure, and the development of the extensive region of unoccupied land north and west of the Canal, and the interests of the Dominion, by the introduction into the country of the large amount of capital, estimated at forty millions of dollars, required for its construction; by the encouragement of immigration; and by the completion of a most important link in the chain of through communication between the Great West and the Old World. The Canal, if constructed, as it would be wholly within British territory, would be a most important key to the trade of the West and greatly conduce to the establishment and continuance of reciprocal trade between this Dominion and the United States of America.

Independently of these important national, commercial and social considerations, it is obvious to your Committee that a large accession of revenue must accrue to the Dominion Exchequer from the construction of this work, as out of an expenditure of forty millions of dollars, chiefly for imported labor, a large amount must flow into the public chest through Customs and Excise.

The testimony adduced before your Committee has satisfied them that the work is practicable in an engineering point of view, but that unless a liberal grant of land be given in aid of the Company, the work, in the opinion of your Committee, cannot be accomplished.

The following statement of comparative distances by different routes, shows the great saving that will be effected by this canal when constructed :—

CHICAGO TO QUEBEC.

Via Lake Erie, the Welland and St. Lawrence Canals	1,550	miles.
Via Huron and Ontario Ship, and St. Lawrence Canals	1,180	"
Making a saving of	370	"

CHICAGO TO NEW YORK.

Via Lake Erie and Erie Canal	1,504	"
Via Lake Erie, Welland Canal and Oswego	1,500	"
Via Huron and Ontario Canal and Oswego	1,225	"

CHICAGO TO LIVERPOOL.

Via Mississippi and New Orleans	6,000	"
Via Erie Canal and New York	4,000	"
Via Welland Canal and St. Lawrence	4,160	"
Via Huron and Ontario Canal and St. Lawrence	3,736	"

And it is shown in the Report of the Canal Company's Engineer, Mr. Sykes, that by the saving of transhipment, a cargo of 1,000 or 1,200 tons shipped at Chicago for Liverpool *via* the Huron and Ontario Canal, would, under ordinary circumstances, reach Liverpool before a similar cargo, shipped at same time, *via* Buffalo and Erie Canal, could reach New York.

The relations of the proposed canal to the North-West Territory, and the development of that extensive and valuable portion of the Dominion, are also, in the opinion of the Committee, additional reasons for the undertaking of the work. The necessity for its use would also, it is believed, lead to an international system of Navigation Law between this country and the United States, which would be equally just to both, and largely stimulate the important industrial branch of ship-building in this Dominion. By means of its construction the river St. Lawrence, which is the natural highway between the Great West (now rapidly becoming the granary of the world) and the consumers of Europe, would be more used than at present. The consequence would be the necessary enlargement of the St. Lawrence Canals and the acquisition to that noble river of the vast trade which nature intended it to have, but which the energy of man has hitherto, to a large extent, diverted through artificial channels in the neighboring Republic. By means of the improvements suggested in the navigation of the St. Lawrence, and an improved system of International Navigation Law, Canada would share, to a large extent, in the carrying trade of the world, and our Confederacy would be enriched by the stream of trade which would pass through our territory on its way to the ocean.

The whole of which is nevertheless respectfully submitted.

ROBT. A. HARRISON, M.P., Toronto West, Ont., *Chairman.*
The Hon. CHAS. CONNELL, M.P., Carlton, N. B.
The Hon. CHARLES TUPPER, M.P., Cumberland, N. S.
The Hon. J. H. GRAY, M.P., St. John, N. B.
The Hon. J. G. BLANCHET, M.P., Levis, P. Q.
JAMES METCALFE, M.P., York East, Ont.
JAMES BEATY, M.P., Toronto East, Ont.
AMOS WRIGHT, M.P., York West, Ont.
G. H. SIMARD, M.P., Quebec Centre, P. Q.
L. H. MASSON, M.P., Soulanges, P. Q.
THOS. D. MCCONKEY, M.P., Simcoe North, Ont.
J. P. WELLS, M.P., York North, Ont.
W. C. LITTLE, M.P., Simcoe South, Ont.
GEORGE JACKSON, M.P., Grey South, Ont.
THOMAS R. FERGUSON, M.P., Cardwell, Ont.

HOUSE OF COMMONS, Ottawa,
15th June, 1869.

COMMITTEE ROOM,
WEDNESDAY, 9th June, 1869.

MINUTES OF EVIDENCE.

At the request of Mr. Capreol, DR. TUPPER made the following statement :

Dr. Tupper stated that in the year 1868, he had several interviews with the Duke of Buckingham, who took great interest in the proposed canal and expressed a hope that ere long it will be constructed. He had also had several interviews with Mr. Hawkshaw and Mr. Rendel, both of whom are engineers of the highest standing in England, and who expressed their confidence in the feasibility and practicability of the undertaking. He had had communication also with Mr. Wythes, the eminent English contractor, and the latter proposed in the event of the Government expressing a willingness to grant 10,000,000 acres of land, to send out engineers at his own expense, to verify the reports of Mr. Sykes by actual survey.

Dr. Tupper impressed on the committee the importance of some project of this kind for facilitating access from the West to the seaboard, being undertaken without delay

not only in a Provincial but a National point of view. Men of the highest character and standing in England, both contractors and engineers, are in favor of the construction of works of this kind. He knew Mr. Wythes to be a man of immense wealth, and second to none in England as a contractor. He also stated that Sir Harry Verney, a member of the Imperial House of Commons, expressed great interest in the construction of the proposed canal. Dr. Tupper considered that the Government of the Dominion should make a grant of 5,000,000 acres of land, and a like quantity should be granted by the Government of the Province of Ontario. Grants of land in favor of such projects are the best mode of appropriating wild land that can be made, not only in the interest of the companies, but in that of the country at large, as by this means, capitalists abroad become emigration agents for the country, and settle its wild lands without expense to the country.

THURSDAY, 10th June, 1869.

Mr. Fowler, of Toronto, appeared before the Committee, and read the report of Mr. Sykes (1867) to the Huron and Ontario Ship Canal Company.

Mr. F. C. Capreol, who was also present, handed to the Chairman,

Letters from A. Welch and others, of Philadelphia, dated 13th April, 1867, from Mr. Whythes, London, England, dated 3rd February, 1868 ; from Mr. Hawkshaw, dated London, England, 24th December, 1867 ; and from A. M. Rendel, Esq., dated Westminster, England, 28th March, 1868, which were read.

FRIDAY, 11th June, 1869.

Mr. Fowler again appeared, and read the report of Mr. F. C. Capreol on his (Mr. C's) Mission to England.

Mr. Fowler read the report of the British North America Bank as to the character of the gentlemen who had made propositions to contract for the construction of the said canal.

Mr. Sykes was also present, and was called upon to read his report on the nature of the soil, &c., on the line of the proposed canal, which he accordingly did.

Mr. Fowler explained how the boring was done, as also the depths and nature of the soil.

Hon. Mr. Skead, who had been requested to attend, appeared.

The Chairman remarked that the Committee did not wish to impose on Mr. Skead the necessity of giving his evidence, if he was indisposed to do so, on a route which he might consider as a rival of the Ottawa River route.

Mr. Skead disavowed all such narrow prejudices, and said he felt a deep interest in the prosperity of the whole Dominion and was an advocate for progress and Public Works generally. Instead of viewing these prospects as rivals, or opponents, he considered them as being both necessary and calculated to accommodate a different kind of traffic,—while the "Huron and Ontario Canal" would be a Ship Canal, he considered such a channel as quite out of the question by the Ottawa route, which must be a barge canal. He thought that eight feet of water was as much as could be relied on at all seasons ; and considered the fact of the necessary cutting being through the hardest granite quite conclusive against a deep water navigation."

Several questions were put to Mr. Skead, which he requested to be put in writing, which was done, and they were handed to him with a request that he would return written answers thereto.

SATURDAY, 12 June, 1869.

Mr. Fowler again appeared, and read several documents showing financial prospects of the Company. He also stated that the Messrs. Freshfield, of the " Bank of England," would have no hesitation in saying that in their opinion the necessary funds for carrying on the proposed work would be forthcoming, provided the grant of land was obtained from the Government. Also, that the labor to be performed, and the expenditure of from $5,000,000 to $6,000,000 would inevitably induce immigrants to settle on the wild lands

of the Dominion and Provinces generally. That if the work does not go on, the money will not be spent ; and that the Dominion Government has a greater interest in the scheme than the Ontario Government ; and that in his (M. F's) opinion, the revenue to be derived from the settlers, will more than balance the contemplated grant of land to the company.

Hon. Mr. Tupper, C. B., suggested that, as the proposed expenditure was mostly to be made in Ontario, a compromise be proposed by the committee, viz. : to ask the House of Commons to authorize a grant of 5,000,000 acres of land, provided the Ontario Government will grant the same amount ; and by this means bring a pressure to bear on the latter Government, and throw on them the responsibility of carrying out, or rejecting the scheme.

MONDAY, 14th June, 1869.

Hon. Mr. Skead appeared before the Committee and handed to the Chairman answers to the questions submitted him at the meeting of the Committee of Friday the 11th June, instant, which were read by the Chairman and are as follows, viz :

Question 1. Are you acquainted with the project for the construction of the Huron and Ontario Ship Canal, and what is your opinion of its bearing on the general interests of the Dominion of Canada ?—I am. It is a local work, and if at all practicable, would benefit the Dominion so far as it tended to develop local interests.

2. Will you read from page 210 of the Report on that work? Do you think that the opening of this Canal would have the effect of greatly stimulating ship-building, and the construction of large vessels on the shore of the Georgian Bay ?—The stimulating of ship-building or any other industry would not depend on the opening of the canal, but on the traffic seeking its channel as an outlet, and such traffic would, in a great measure, be governed by the channel through which it would reach the seaboard. One of those channels (the Erie Canal) is filled to its utmost capacity,—the other (the St. Lawrence Canals) being smaller than the projected one, I therefore cannot see what appreciable effect this projected canal would have in increasing the need for new ships, except for such as might be destined for use on the Lakes only.

3. Would such a business be valuable to this country ?—Certainly, it would help to revive an already declining trade, injured by the construction of iron ships on the Clyde and elsewhere. But such revival can be realized only by opening a channel for trade, (such as the projected canal), in addition to those already existing. And such new channel should not be designed merely as a competitor against other channels already existing, but mainly as a means of stimulating agricultural development, and other productions for the furnishing of freight.

4. Do you consider the proposed canal entitled, on its merits, to Governmental or Legislative aid by a grant of land or otherwise ?—As a local work, if it can be shewn that it would promote local development or that of the Dominion, I would be prepared to advocate aid by the Local Legislature or Dominion Government, by grant of lands, &c. But, situated as it is, it could only become a competing channel against others already in existence—using the same outlets—and having its site only a couple of hundreds of miles more easterly than, and therefore to the prejudice of the already existing canal—(the Welland)—on which it would be no improvement, as it would involve three times the length of artificial channel, and more than three times the height of lockage of the Welland canal—thus retarding navigation to a far greater extent than any advantage which could possibly result to it from the shortening of the distance to the seaboard.

5. Will you state your opinion of the probable effect of the proposed canal on the opening up and rendering available extensive timber regions north and west of the Georgian Bay, as well as of the value of an extensive timber trade to the Province of Ontario and the Dominion of Canada, in view, not only of the United States market, but also, the markets of the West Indies and of Liverpool, &c., for sawed lumber and staves, &c.?—As the proposed canal would not penetrate a lumber region, it would be of no value to the trade, which as far as the pine region, north of the Georgian Bay is concerned, now reaches the seaboard by the way of the Ottawa, the lake shores and the various rivers en-

tering Lake Huron. And, moreover, as the proposed canal would be over 100 miles below the principal streams, it is hard to conceive how it could influence the trade ; and especially in view of the fact, that the hardwood region, lying to the West of it, sends its produce into Lakes St. Clair and Erie, by the various rivers entering those lakes from the eastward. If a trade could be profitably developed in the latter description of lumber, (hardwood), it would benefit the Province of Ontario considerably, as it is the only portion of the Dominion which contains a large area of hardwood. But pine will naturally seek the seaboard by the shortest and most direct and economical route which is always along the channels of the rivers whereon it is produced. It (pine)—(owing to its lighter specific gravity allowing it greater power of flotation) needs no elaborate means of transit —whereas hardwood needs to be shipped. But the effect of the proposed Huron and Ontario Canal on either kinds of timber trade would amount to nothing.

6. What is your opinion of the value of the proposed Huron and Ontario Canal, and Ottawa Canals, and of aiding such works by grants of Public Lands or otherwise ?—The proposed Huron and Ontario Canal is a local work, and should be treated as detailed in 4th Query. The Canals necessary to improve the Ottawa Navigation are not only Public Works in which every section of the Dominion is interested, but also an imperial necessity in which Great Britain must be considered; because they would facilitate direct access to the centre of the Dominion—extending, at once towards the grain trade of the North West Territory and the grain and cotton trades of the Western States. They would therefore cheapen breadstuffs in the Maritime Provinces and in Liverpool, &c., and complete a line of communication, the shortest and most economical, from the Western Shores of Lakes Michigan and Superior to the seaboard ; and through the centre of the largest pine region in America. Their construction would create manufacturing industry on every fall of the river whence they are named, nay, on every fall of every river from Lake Huron to the Gulf of St. Lawrence. Such a work is emphatically a Public Work, beyond the sphere of mere competition, one whose direct and immediate tendency would be to develop and create traffic, instead of only contending for a traffic always crippled by monopolies. And the manifest fact that they (the Ottawa Canals), would facilitate and accelerate the opening of all the lands, pine bearing and other kinds, between Lake Huron and the Ottawa River, as well as provide markets for their produce, is sufficiently decisive in favour of their construction—which is the work of Government alone, in whose hands this important Commercial and Military Highway must remain.

7. Will you state your opinion of the two proposed lines of Canals, and the part each is destined to play in developing the resources of the Great West ?—The proposed Huron and Ontario Canal, if feasible, would tend to draw a part of the traffic of the Western Territory towards New York, to the manifest injuiry of the St. Lawrence route to the seaboard. And the farmers of the Western States complain of a combination of forwarders who exact excessive freight charges, which so reduces the value of grain that corn has beer actually burned for fuel in Wisconsin.

At present, with the St. Lawrence open, a fair demand in the Maritime Provinces and in England for breadstuffs, it cost the farmer in the Western States five bushels of grain, to bring one bushel from his field to New York. On the contrary, the Ottawa Canals, by enabling him to place his freight on the seaboard, by the shortest, best and cheapest route would reduce his freight-charge to a minimum. And besides, the amount of freight could be indefinitely increased; Cheap transit cheapens food, and cheap transit necessarily quickens and fosters agricultural development too. Again an immense amount of water power is available on the Ottawa and its connecting rivers, and this must play an important part in the development of the industrial resources of the country. The proposed Huron and Ontario Canal promises none of these advantages, and would play no part in developing the resources of the Western Territory.

The lumber trade now descending the Ottawa River from the eastern slopes of the "height of land" forming the watershed between it and Lake Huron, is over 1,000,000 tons, and no ingenuity could take any of this trade into the Georgian Bay, except by the line of navigation known as the Ottawa Canals. And this line would strike the Georgian Bay about 150 miles above the head of the proposed Huron and Ontario Canal. It is therefore hard to conceive what value the latter could be to this trade, or to whatever portion of

it that might require a market at Chicago or on the shores of Lake Superior. I am consequently of the opinion that these two projects cannot fairly be compared as works of public utility, one serving merely local interests, the other, the Ottawa Canals, being at once a great public necessity of the Dominion of Canada, and a great Imperial, Military and Political requirement.

I would now add, in respect to a Ship Canal or Canals, for the Ottawa route, my opinion is, we should have Locks 250 feet long, by 50 feet broad, with from 8 to 10 feet of water on the sills of the Lock-gates; a greater depth is recommended by engineers and others, but from the nature of the rock formation through which the canal will have to be cut, and the Locks constructed, it will be attended with a great deal of extra expense, and the depth of water in the different lakes, and slack water reaches, would not afford a greater depth through the summer season.

Mr. Shanly's estimate places the expense at about $24,000,000; Mr. Clark's at about $12,000,000. It is generally supposed that the expenditure would be from 12 to $15,000,000 by adopting Mr. Clark's scheme, to complete the navigation from Montreal by the Ottawa route to Lake Huron.

Hon. Mr. Skead said further that a Ship Canal on the Ottawa route was almost, in his opinion, impracticable on account of the enormous expense which would necessarily be involved in the cost of its construction, as that for a great portion of the navigation season, only a depth of from four to six feet of water can be relied on for a great distance, and that the rock excavation, to obtain a greater depth, would cost at least five dollars per cubic yard, besides the cost of coffer dams.

Walter Shanly, Esq., M. P., a Member of the Committee, examined:

8. Are you acquainted with the project to construct the Huron and Ontario Canal, and what is your opinion of its bearing upon the general interests of the Dominion?—I am acquainted with the project for the construction of the H. & O. Ship Canal. The project if carried out, would undoubtedly result beneficially to the trade of the Lakes and the commerce of the Dominion.

9. Have you seen the plans and specifications for the work which are now before the Committee?—I have seen the plans and estimates prepared by Mr. Sykes, but have not read the specifications.

10. Do you consider the general character of the proposed works adequate to the end in view?—The general character of the designs strikes me as well adapted to the object sought to be attained, save in respect to the locks. I think that all locks in connection with our system of interior navigation, should be planned to admit the passage of side wheel steamers as well as propellers. In point of length and depth of water, Mr. Sykes dimensions appear to me to be ample for all purposes; but I would favor a width of 50 feet rather than 36.

11. Do you think the prices at which the works are estimated fair and reasonable?—For all the mechanical structures, the prices set down in Mr. Sykes' estimates of cost should be sufficient, if building material is to be had within reasonable distances, but in respect of the excavation I could not venture to form an opinion without first making a careful examination of the grounds. The item for "Lands and Damages," $300,000, would not, in my judgment, be found sufficient for the purpose.

12. Are you acquainted, either personally or by repute, with Messieurs John Hawkshaw and A. M. Rendel, civil Engineers, of London, England?—I am not personally acquainted with Messrs. Hawkshaw and Rendel, the English engineers, but they are well known to me by reputation as at the head of their profession.

13. Have you seen the written opinions of those gentlemen on the practicability of the proposed canal, and from your own knowledge of the country and the character of the proposed works, are you disposed to concur in the opinions they have expressed?—I have read the opinions given by those gentlemen on the question of the H. & O. Ship Canal and concur with them in thinking that aside from the great cutting through "the ridges" there are no difficulties to be encountered greater than have already been encountered and overcome elsewhere.

14. Have you seen the proposal of certain persons in the United States to undertake

one half of the contract for construction and take payment in stock in the company, and do you know any of the persons whose names are attached to that proposal, either personally or by reports, and what is your opinion of their standing, means and character?—The proposal of certain persons in the U. S. to undertake the construction of the work, or a portion of it, I now see for the first time. Two of the gentlemen whose names are attached to that document I know very well, Messrs. Scott and Courtright, and with other two, Messrs. Jackman and Lanman, I am acquainted by repute. They are all what I would term *strong men* as undertakers of large works, *very* strong men.

15. Have you seen Mr. Sykes' estimates as to the water supply, and what is your opinion as to the water supply?—I have not seen Mr. Sykes' calculations of water supply, but with such a reservoir as Lake Simcoe, assuming that it can be made use of as the summit feeder, there can, I think, be no manner of doubt about there being abundance of water.

Hon. Mr. Tupper stated that there would be no antagonism between the two routes, as the Ottawa is only intended to be a barge Canal.

Hon. John Ross, Senator, who had been requested to attend the Committee, appeared, and was examined as follows, viz.:

16. Are you acquainted with the project for the construction of the "Huron and Ontario Ship Canal," and what is your opinion of its bearing on the general interests of the Dominion of Canada?—I have seen the profile and consider the project as of the greatest importance to the trade and commerce of the whole of the Dominion of Canada.

17. Are you acquainted, either personally or by repute, with Messrs. John Hawkshaw and A. M. Rendel, Civil Engineers, of London, England?—I have known them both slightly for the last fifteen or eighteen years.

18. Have you seen the written opinions expressed by those gentlemen, and what importance are you disposed to attach to them?—I have seen the written opinion of those gentlemen, (they were shown me by Mr. Capreol) and I consider their opinions of vast importance, as they are of the *highest* standing in their profession. Mr. Hawkshaw is Engineer of the "Metropolitan and Tunnel Extension Railway." He is one of the first Civil Engineers living. Mr. Rendel, although a younger man, also stands high in his profession.

19. Do you know Mr. George Wythes, of London, England? If so, please state what you know of his character, standing and reputed means?—Mr. Wythes is a large contractor. He is a contractor on Railways and other Public Works. He was a contractor on the Great Western Railway of Canada from Toronto to Hamilton. He is reputed to be of very great wealth, and to have made a great deal of money on contracts. I have known Mr. Wythes fourteen or fifteen years.

20. Do you consider that the proposed "Huron and Ontario Canal" is a work of sufficient importance to the public interests of the Dominion to entitle it to Legislative aid by a grant of land or otherwise?—Certainly, I do.

21. Do you know the Messieurs Freshfield, Solicitors of the Bank of England, and what can you state as to the value of their opinion on the financial prospects of the "Huron and Ontario Canal Company?"—I have no personal acquaintance with the Messieurs Freshfield, but I know them by reputation. Their opinion ought to be good, considering their financial respectability.

For Report of Joseph Hartman, Esq., see Appendix (61) to Journals of Legislative Assembly of late Province of Canada, 9th June, 1857.

For Report of Thomas D. McConkey, Esq., see Appendix (2) to Journals of Legislative Assembly of late Province of Canada, 31st May, 1864.

REPORT OF THE SELECT COMMITTEE

OF THE

LEGISLATIVE ASSEMBLY OF ONTARIO,

ON THE

HURON & ONTARIO SHIP CANAL.

WEDNESDAY, 22*nd December*, 1869.

MR. LOUNT, from the Select Committee to which was referred the Petition relating to the *Huron* and *Ontario* Ship Canal, presented its Report, which was read, (*but not permitted to be moved for adoption, by the Hon.* J. SANDFIELD MACDONALD).

THURSDAY, *January 7th*, 1871.

On motion of Mr. LOUNT, seconded by Mr. GRAHAME (*York*),

Ordered, That the evidence taken at the last Session of this Parliament, before the Select Committee appointed to inquire into the present position of the *Huron* and *Ontario* Ship Canal, and into the practicability and advantage of the proposed work, and also the Report of such Committee, be referred to the Committee on Printing.

WEDNESDAY, *January 18th*, 1871.

Mr. SCOTT (*Ottawa*), from the Committee on PRINTING, presented their Third Report, which was read as follows :—

Your Committee recommend that the following documents be printed :—

Report of the *Huron* and *Ontario* Ship Canal Committee of Session 1869 (with evidence).—(*Appendix No.* 1.)

Report of Registrar-General of Births, &c.—(*Sessional Papers No.* 27.)

Resolved, That the House do concur in the Third Report of the Committee on Printing.

REPORT OF COMMITTEE

ON

HURON AND ONTARIO SHIP CANAL.

THE REPORT NOT ADOPTED BY THE HOUSE.

(The following Report was never adopted nor concurred in by the Legislature.)

TO THE HONOURABLE THE LEGISLATIVE ASSEMBLY, ONTARIO:

The Select Committee appointed to enquire into the present position of the Huron and Ontario Ship Canal, and also into the practicability and advantage of the proposed work have the honor to Report—

That they have examiued various witnesses and much documentary evidence, including maps, plans, drawings and estimates connected with the project, submitted for their consideration, and from which it appears to your Committee that no insuperable obstructions present themselves in the way of opening canal communication between the waters of Lakes Huron and Ontario, beyond a necessarry grant of lands required by the capitalists and contractors as a condition precedent to the contract.

For testimony as to the practicability and advantage of the work, your Committee have had before them the various reports of former committees, presented to former Legislatures with the evidence thereto appended, as well as the oral evidence of its most energetice promoter, F. C. Capreol, Esq., and that of R. A. Harrison, Esq., Q.C., M.P., Ex-Chairman of the Select Committee of the Dominion Parliament of last Session, who verified the documentary evidence then given and now before your Committee. They have also had the evidehce of Adam Crooks, Esq., Q.C., J. A. Donaldson, Esq., Emigration Agent, Henry Graham, Merchant, and Wm. Sykes, Esq., resident Engineer of the Canal Company, and have examined his scientific and exhaustive report, replete with information and convincing proofs of the incalculable advantages to the commercial and general interests of the country arising from the construction of the Canal.

Your Committee have also read letters from Messieurs John Hawkshaw, of London, England, and A. M. Rendel, of the same place, who rank among the most eminent Engineers of the age, expressing their confidence in the practicability of the project, based upon said report. Also letters from Mr. Wythes, a reputedly wealthy and extensive English contractor, to the same effect.

From the evidence documentary and otherwise, before your Committee, so thoroughly does the project seem to have been canvassed, and so sensible of its practicability and advantages do all parties appear to be, that your Committee deem it unnecessary to consume time in adding arguments or opinion to the foregone conclusion that the construction of the canal is quite practicable, and that it would be perhaps the most advantageous work which could be undertaken for the Dominion.

Your Committee have been most careful in the investigation of the question of means to meet the construction of so vast a work and have no hesitation in reporting that in the event of Mr. Capreol being able to effect the land grant which he seeks, there is strong evidence of his ability to provide the necessary means and skill to accomplish the work.

Mr. Capreol produced to your Committee a proposal from reliable capitalists of the

United States, to undertake one-half the contract, accepting in payment one-half the Company's Stock—say $20,000,000, provided a grant of 10,000,000 acres of land be obtained in aid, and provided also that English capitalists would undertake the other half.

He also submitted letters from Messrs. Hawkshaw and Rendel, before mentioned, and from Mr. George Wythes, the above named English contractor, proposing to undertake the remaining half upon like terms. Also other correspondence with English Financial Firms, giving assurance of the easy sale of the Company's Stock, in the event of the land grant above mentioned being made.

Amongst other evidence submitted, your Committee would respectfully direct the attention of your Honourable House, to the suggestions of the Honourable Mr. Tupper, M. P., in his evidence before the Select Committee of the House of Commons, during last Session, as to the propriety of the Legislature of Ontario and the Dominion Government, granting respectively 5,000,000 acres of land, each to secure the accomplishment of so desirable a project.

Your Committee would also respectfully urge the privilege of referring to the vast millions of lands, and the immense forests of most valuable timber, the water powers and minerals lying to the north of Lakes Huron and Superior, to the opening up and populating of which this Canal would be the most immediate means.

Also to the still more vast expanse of newly acquired territory, for the settlement of which the Dominion is making active exertion, and with which they are, in the opinion of Your Committee, no means of communication comparable with that created by the proposed Canal. To the fact also, that unless some such highway of travel to the outer world is furnished, there can be but little doubt that the trade and commerce as they are developed in that territory, will find their way through a foreign country, to the waters of the Mississippi, and thus pass off from us forever.

Your Committee are unanimous in the opinion, that innumerable advantages would result from the construction of the Canal, and that no better use could be made of the lands of the Dominion, than in the encouragement and establishment of projects such as that submitted for their consideration. When the voluntary capital, the sympathy and exertions of outside people, are offered for our acceptance, upon terms so easy of fulfilment, Your Committee can see no valid reason for their rejection. The fact that $40,000,000 are obtainable for expenditure amongst us in exchange of 10,000,000 acres of our lands, impresses Your Committee as one of the most favorable possible overtures. Were those lands a commodity, which, when paid for by a foreign people, could be removed and leave our country territorially less and poorer, there might then be some slight subject for debate as to their value, and as to whether or not $4,00 per acre were too small a price. But when the converse is the fact; when we not only receive the moneys into the country, but retain our lands, still an undetached portion of our territory; when the expenditure of those moneys, opens up a vast highway commerce, and attracts the trade and attention of nations; when the ownership of the lands exchanged, establishes an intense interest on the part of those proprietors, in the development and population of our country, even in the selfish view of enhancing their own capital, by the corresponding increase in the value of these lands; when each thus interested, will naturally become a voluntary agent, advising emigration to our shores; when the thousands immigrating, even to perform the necessary labours of the undertaking, will be so many added to our population; when we reflect that the wealth of a nation consists not in its territorial extent alone, but in the culture of its soil, the development of its resources, and the numbers of its producers and consumers; and when we reflect that in the land, in its present state, unpopulated and unimproved, we have at best but imaginary wealth and barren waste; your Committee cannot divest themselves of the feeling that under the proposed arrangement, there is much to gain and nothing to be lost. That thereby, in truth, the country would have still its land; would have the canal constructed, and would have the money spent chiefly in our midst, with all the advantages resulting therefrom.

That whilst in the earlier development of our country, it might have been pardonable to smile at the sincerity and ardour evinced by Mr. Capreol, in the advocacy and

promotion of so vast a project, Your Committee feel that under the present light of science, engineering skill and open money market of the world, added to the fact of Mr. Capreol's indomitable energy and undisputable financial skill, there is much to hope for. And even were they ignorant of the fact, that in those earlier days, he was instrumental in surmounting difficulties, comparatively greater than the present, in the projection and construction of our first and most remunerative railway, they would feel bound, from facts before them, to commend, in strongest terms, the invaluable agency of his efforts and the indubitable feasibility of their realization.

Your Committee herewith submit the various evidence adduced before them, and above referred to, which they would respectfully recommend to be printed and distributed for the more convenient use and information of Your Honourable House.

All which is respectfully submitted.

WM. LOUNT, *Chairman.*

COMMITTEE ROOM, 21*st December*, 1869.

Mr. Capreol addressed the Committee, stating that the Huron and Ontario Ship Canal Company was and had been acting under the authority of Acts of the late Legislature of Canada, 19 & 20 Vic., Cap. 118, and 29 Vic., Cap. 78. That he saw by the construction of the Canal, that it would be necessary to enlarge the St. Lawrence Canal, to improve the St. Lawrence reaches and the construction of the Bay Verte Canal so as to effect an unrivalled water communication from the head of Lake Superior with the Atlantic, for vessels of 1200 tons and upwards. That with our railroad facilities and a free water communication half across the continent of British North America, the Dominion of Canada must become the star of attraction for emigrants, while at present the United States, by its governmental liberality in land grants and other bonuses to enterprising companies, attracted the best classes of emigrants, and the wealth and industry from all parts of the world, giving and causing immediate employment in great public works. That as the Chief Executive Officer of the Company, he had, with the authority of his colleagues, spent large sums of money in prosecuting the intentions of the Legislature in their Acts granting to the Provincial Board of directors, such powers. He was confident that if the land asked for was granted, the work would be constructed and finished within five years without taxation. He had done everything possible thus far, not only in this country, but in the United States and in England, and from the position in which he was placed, his valuable private and other connections had enabled him to enter such social and business circles of society, amongst Peers, Capitalists, Engineers, and Contractors that the project of the Canal was now considered in Asia, America, Europe and Africa, as one of the greatest wonders of the age. Mr. Hawkshaw and Mr. Rendel are constantly receiving letters soliciting places upon the staff. In view of progress thus effected; in view of the labour with cost and trouble which he had expended, the maintenance of the official staff and office, the journies here and there, added to the fact of petitions numbering over 200,000 inhabitants he thought the matter deserving of the best attention of Parliament.

Mr. Lauder—I hope Mr. Capreol will continue the investigation, and confine his remarks to that. Has he any more correspondence from tnese gentlemen in England, in continuation of that which he has submitted to us, showing the present position of the parties proposing to contract?

Witness—I was in hopes that Mr. Harrison would be here, and Mr. Crooks is also engaged deeply in the courts at this moment. He has valuable information to give, and would be able to give evidence to verify what I have said.

Hon. Mr. Cameron again suggested that the object of the enquiry was to ascertain the present position of the Company. If he had not that now, it could stand over.

Mr. Capreol said it would now be his duty to lay before the Committee the estimates and report prepared by Mr. William Sykes, which went to show the practicability of the work.

(Report submitted.)

This had been read by the gentlemen in England, and confirmed, but had not been printed in full. It was thought, by Mr. Hawkshaw, that it had better be delayed before

publication, in consequence of some probable amendments being proposed in the Company. The gentlemen in England approve very highly of this Report, and were very much pleased with Mr. Sykes. They think it would be a very great acquisition.

Mr. Lauder—Before we go on to the practicability of the scheme, I should like to ask Witness whether he has any other letters similar to those of Mr. Hawkshaw's, that is a very important letter. Are there any indications from the Company, the contracting party in England, to show what kind of land would be acceptable, or anything in reference to the locality.

Hon. Mr. Cameron—I suppose there was no discussion as to what district the land was to come from.

Witness—It was on the north shore of Lake Superior and Lake Huron, the Holland Marshes and the Nottawasaga District.

Mr. Lauder—They do not suppose that the grant of ten millions of acres, that is alluded to, is intended to be surveyed land?

Witness—No; but it is also understood that the grant of ten millions of land is intended to be a bonus to the stockholders. As far as I have been able, gentlemen, I have acted in a straightforward manner, and I have relied solely on my straightforwardness to carry me through. I am not an engineer, but merely a gentleman engaged in the promotion of this work.

Mr. Lount—It was stated, by Mr. Crooks, that the Crmpany would expect an additional grant or Government guarantee of some small amount of interest on a portion, say one-fourth of the capital. Do you know anything of this?

Mr. Capreol—No. There is no mention of such in the contract; but in the event of the St. Lawrence Canals being deepened or improved by the same company, it was mentioned in some conversations, that a small subsidy or guarantee for a number of years, might be required. This, however, has no connection with the canal grant of land. Mr. Crooks may have confounded it with the other.

Mr. Lount—Mr. Capreol in reference to the letters you have produced from London, of the Hon. Dr. Tupper to Sir John A. Macdonald, and the Hon. John Sandfield Macdonald, relative to a minute in council, granting the land asked for, that the capitalists would send out, at their own expense, the engineers, Messrs. Hawkshaw and Rendel, to survey the route of the canal, and if the report of Mr. Sykes was found satisfactory, they would at once proceed with the work, was it so?

Witness—Most decidedly.

Mr. Lount—Then you believe that the capital of $40,000,000 would have been raised?

Witness—Certainly, preliminary arrangements were agreed upon, that the whole capital stock should be taken at a certain rate, and the proceeds invested in the names of three trustees, and transferred to certain stocks; that the investors should receive a minimum dividend of 3 per cent. during construction, taking their claim of a larger dividend when the canal was completed.

Mr. Lount—Have you any objections to name the contractors for the whole capital stock?

Witness—It would not be prudent, but I do state, that were I to mention their names, there could be no doubt of the party, even if the capital were $80,000,000, instead of $40,000,000, there being on the 5th January, 1868, a surplus capital in England, of over £56,000,000 Stg. seeking investment.

Mr. Lount—Your company then would require the land as the work proceeds, namely, as you spend a million of dollars, you require a million acres of land, and so on?

Witness—That is the condition to the extent of 10,000,000 of acres. I will further add that the locality ought to be determined upon, and the land vested in trustees in this country. So that there would be three Financial Trustees in England, and three Trustees for the land in Canada.

Mr. *Lount*—Have you any correspondence? It is stated in your report, that you had interviews with American capitalists. Have you any letters?

Witness—Produced letters from the American capitalists, and Mr. Wythes of England, contractors; also from Messieurs Hawkshaw and Rendel, engineers, of England;

and also from several financial firms of London, England; also, Mr. Sykes' report; also, Mr. Hartman's report of Legislative Assembly, 1857; also, Mr. McConkey's report of Legislative Assembly, 1864.

(Signed) FRED. C. CAPREOL.

Committee Room, 21*st Dec.*, 1869.

HURON AND ONTARIO SHIP CANAL.

This Committee met in room 13, at 9.30 A.M.

Present—Mr. Lount (Chairman), Hon. Mr. Cameron, Messrs. Oliver, Ferguson, Williams (Durham), Swinarton, Grahame (York), McCall (Norfolk), and Lauder.

Mr. Crooks was examined as to the practicability of the work. He said Mr. Sykes had presented a report to Mr. Hawkshaw and Mr. Rendel, of England. Assuming that Mr. Sykes' data were correct, they had come to the conclusion that there were no engineering difficulties which could not be surmounted. In a conversation, which he (Mr. Crooks) had in the month of May last, with Mr. Rendel, while in England, that gentleman introduced the question of the canal himself. Mr. Rendel was not aware that he (Mr. Crooks) occupied the position of Provisional Director of the Company. In the conversation, Mr. Rendel said he did not see how the people of Canada were so blind as not to see it would be to their advantage to give assistance to the Company in the shape of a land grant. Mr. Rendel's position as an engineer, was one of the highest. He was at that time connected with extensive railway operations in England. He (Mr. Crooks) did not see Mr. Hawkshaw personally, but there was no question as to his being the foremost man in his profession at the present day. He had been connected with a great many extensive works, more particularly such as referred to the science of hydraulics. He was appointed to superintend large works in Holland, and he had been sent to inspect the Suez Canal, on more than one occasion. The last great work on which his opinion had been asked for, to determine whether it should be undertaken or not, was the projected tunnel across the straits of Dover, which some French engineers had been trying to work up for some time. He (Mr. C.) merely mentioned this to show what a large authority Mr. Hawkshaw was on questions connected with engineering. Mr. Hawkshaw had given his opinion in favor of the practicability of constructing the Huron and Ontario Ship Canal. Now, with respect to the present position of this scheme, he would say that every thing had been accomplished, except the building up of a financial structure. The fullest possible information had been obtained that was necessary for any one to be informed upon, with reference to the practicability of the work, and the advantages to be derived from its construction, and the simple question now, was the one of ways and means. Mr. William Freshfield, referring to this question, said there could be little difficulty in obtaining the necessary advances from English capitalists. He spoke with perfect confidence on the matter, and said, "Mr. Crooks, there can be no doubt, if you can get a grant of ten millions of acres, you will succeed, but you must either have that or a guarantee of some kind." He (Mr. C.,) saw Mr. Wythes, and he said the gigantic nature of the enterprise was no obstacle—in fact, it was rather an advantage, for capitalists did not care to embark in small enterprises. They would rather undertake one like this, involving five or ten millions sterling, but there was a necessity for a land grant as well. Capitalists did not care to enter upon a work on what was called "the merits of the work" alone. It was difficult for a government to construct railways on its own guarantee. However clear the merits of the work, a backing of some kind was required. He referred to the Illinois Central Railway and other great works, which had become successful in consequence of having large tracts of land, beside their own merits to fall back on.. Railways had grown into discredit in England lately. Capitalists had come to understand that railway debentures were not a charge on the property, but merely a lien on the earnings or income of the railway.

Hon. Mr. Cameron wished to know if he had any discussion respecting the value of the ten millions of land, which the Company asked for.

Mr. Crooks said that he explained that the lands were different from those granted to the Illinois Central Railway Company. They were valuable principally for the timber and minerals.

Hon. Mr. Cameron said he supposed then that so long as the millions of acres were granted, it did not matter a rap where they were situated.

Mr. Crooks—O, no ! there would be the fullesst investigation of the tract.

Hon. Mr. Cameron—Then it is not merely a ten million acres grant, you want ?

Mr. Crooks said it would be necessary for the canal to get further assistance than that. They would require some government guarantee of a certain small amount of interest on a small part of the capital—say one fourth of it. This was about the extent of his conversation with the gentlemen he spoke of. He was not in England at the time in the interest of the canal, and he carried no credentials from the Company. His conversations on the subject, were merely accidental as it were.

Mr. Lount—Did you indicate in your conversations that the lands were situated on the north shores of Lakes Superior and Huron ?

Mr. Crooks—No, I knew nothing about them.

The Committee adjourned at 10.15 A. M., till Tuesday next.

COMMITTEE.

The Committee met in room No. 3, at 10 o'clock this morning.

Present—Mr. Lount, (Chairman) ; Hon. Mr. Cameron and Messrs. Wallis, Lauder, Williams, (Durham) ; Grahame, (York) ; Hays and Coyne.

Mr. Capreol said the Company had nothing to conceal, and they courted the strictest investigation.

Mr. Harrison, M.P., was called on. He said there was a Select Committee appointed by the House of Commons at Ottawa, last session, to investigate into the practicability and expedience of the work. The Committee was composed of members from all parts of the Dominion. They reported in favor of the scheme, and were quite unanimous in declaring their belief in the promises made to the Company, by capitalists in Great Britain and the United States. There was no attempt made to bias the Committee by undue influence, and he did not believe there were any of its members who could be so influenced. The members from the Lower Provinces, seemed to take a very warm interest in the scheme, and to regard it as a great national work. The Committee were not appointed to report respecting a land grant, but they considered that without such a grant, the canal could not be constructed. They believed that the wild lands of the country could not be better employed. They considered that it would be an immense benefit to the whole Dominion, from the introduction of labour and capital, and the improved means of communication with the West. By the term Western country, was meant not only the Western States of the neighbouring Republic, but also the Red River Territory. It was believed that without additional security, the canal could not be constructed. There were other outlets for the produce of the West, but they were not so short or otherwise so well fitted, as this projected canal would be. It was found that the grain was injured in passing through the Erie Canal, by the warm waters in that channel, but this difficulty would be obviated in the Georgian Bay Canal, for the waters from Lake Huron would always be cool. It was considered that the deepening of the St. Lawrence Canals, would greatly benefit the Huron and Ontario Canal, and without that, sea going vessels could not reach Lake Ontario. There was no evidence of mariners taken. His opinion was that a grant of five millions of acres to the Company, with certain checks, could not be be better employed. What he meant by checks, was to grant the land as the canal advanced. Mr. Capreol said it was not the intention of the Company to make the demand for ten millions of acres without checks. They proposed to receive one million of acres for every million of dollars expended. He meant by that, that the Company would expect to receive one million of acres on the north shore of Lake Superior, as soon as they should have expended a million of dollars, and so on, till the $16,000,000 were expended.

Mr. Harrison said, taking the experience of the United States—and they had been most successful in the construction of their public works—the best way to build the canal, was to grant the land to the Company, and allow them to settle it themselves.

The Committee were unanimous in expressing this view. There was evidence laid before them to show that it would be a good commercial investment. The Committee did not go into the question of jurisdiction, so that he could not say whether the Dominion or Ontario should grant the land.

Hon. Mr. Cameron asked if there was any champagne used to influence the Committee in favor of the scheme?

Mr. Harrison said no champagne was used in the room. Mr. Capreol invited his friends to drink with him at other times; but he was the same at all times. The facilities for transport from the North-West were no more than sufficient to meet the requirements of the present day, and not one-tenth of the North-West was yet settled. The Huron Canal, if constructed, would save 370 miles between Chicago and Quebec, and would be much shorter than the Erie route. The Committee examined Hon. Mr. Skead, who was not in favor of the scheme, but the Hon. gentleman declared as his opinion that the Ottawa route was impracticable as a ship canal.

Mr. *Donaldson*, Emigrant Agent, was next examined.

He said the bulk of emigrants who arrive here were labourers and mechanics, and the construction of this Canal would encourage emigration, and give employment to all that would come. He had not the slightest doubt that plenty of labourers could be obtained to build the canal. The bulk of the emigrants who arrive here belonged to a class which would not be fit to work on farms; but would be well suited for canal labourers, and their preliminary training on such a work as the proposed canal, would fit them to settle the wild lands of the country. He believed the announcement that public works were about to be constructed, stimulated immigration more than the offer of free grants. Of course, it would be better to offer both inducements. So far as we knew, public opinion was strongly in favor of the scheme, and he had heard but one expression on the subject of the ten million grant, that it should be given to the Company. It would be the means of developing lands which are now useless, and would bring a large amount of capital and useful labour to the country.

Mr. Ferguson suggested that questions of such importance should be submitted and answered in writing, The Chairman and Mr. Lauder also concurred.

The suggestion was adopted, and the Committee adjourned at 10.45 A. M., till half-past nine o'clock to-morrow morning. When Mr. Sykes will be examined.

Proceedings in Committee.

The Select Committee appointed by the Legislature on this subject, met again yesterday morning. Mr. Lount in the Chair, during the first part of the proceedings, but being required at another Committee, Mr. Grahame took the Chair.

Mr. Graham of King Street, informed the Committee that, when in London, Mr. Eastman, a merchant, had informed him that the money was ready for this canal. They only wanted a grant of land. As a merchant of this City, Mr. Graham was sure the canal would do a great deal of good, and that the feeling was generally in favor of the work. Mr. Eastman, of London, was a man of large wealth and connections. He assured him (Mr. Graham) that the money was lying idle in the vaults, and that they were only waiting for a grant to go on at once with the works. They did not enter into a discussion as to the amount of money that was in the vaults. Mr. Eastman was extensively engaged in business, but he has now retired. He is a partner in the house of Rothchild. Mr. Eastman was satisfied it would be a good speculation.

Mr. Cameron wanted to know whether anything had been said about going on with the matter without land.

Mr. Graham said no, nothing of the kind had been said, it was only a casual conversation.

Mr. W. Sykes, Civil Engineer, handed in a series of written answers to questions that had been furnished to him, as follows:—

1. Have you examined the route of the proposed canal?

Answer—Yes.

2. Will you describe its chief characteristic features?

Answer—It is intended to commence at Lake Ontario, near the mouth of the River Humber, and follow the valley of that river to the village of Berwick, from which place it will follow the eastern branch of that river to the township of King, then, by a large excavation, to the valley of the Holland River, which it is proposed to deepen and straighten. Lake Simcoe will then be utilized for navigable purposes as far as Barrie, from which point, to the Nottawasaga River, another excavation of some importance occurs. It is proposed to follow that river for fifteen miles, deepening and straightening the same as far as Jack's Lake, from which point an excavation will be made to the mouth of that river, to avoid a large detour.

3. Are you aware what has been stated publicly in regard to the water supply?

Answer—I am.

4. What is your opinion as to the sufficiency of the supply of water?

Answer—That it is largely in excess of the requirements of the canal.

5. Have you estimated the cost of the construction of this canal?

Answer—I have.

6. What is the estimated cost of its construction?

Answer—About 36 millions of dollars, including right of way.

7. If the canal was constructed, could it pass a sufficient amount of freight to pay expenses, and a reasonable dividend?

Answer—It could.

8. In arriving at the conclusion on the last question, have you estimated the cost of maintenance and management?

Answer—I have.

9. Will you inform the Committee what is your estimate of tolls for revenue and dividend?

Answer—My estimate of receipts and tolls is as follows:—

5,175,000 tons at 80 cents	$4,220,000
Deduct cost of maintenance and management	175,500
	$4,044,500

10. Do you consider this project to be plete in itself, or will improvements in the St. Lawrence be necessary to supplement undertaking?

Answer—To make this canal a commerc. success it is absolutely necessary to give a similar capacity to the navigable canals and shoals of the St. Lawrence.

11. On what grounds do you conceive there is a necessity for such a work as this?

Answer—On several, amongst others the manifest insufficiency of the present routes to convey the produce of the west to the Atlantic cities and European ports. Also, the necessity of opening up to the world at large, the vast timber and mineral regions lying on the north shores of Lakes Huron and Superior. Facilitating the construction of ship building on a large scale in the aforementioned districts of Canada. Facilitating communication with our North-West, formerly the Hudson Bay Territory. Securing to Canada a long and important link in a future communication between Europe and Asia. Giving to Canada an important position in making arrangements with the neighbouring Republic for reciprocal trade, and certainly of securing peaceful relations with that Republic.

12. What are the chief sources of traffic upon which you will depend?

Answer—On the United States for grain, barrelled and cut meats, salt, mineral and merchandise. From Canada chiefly lumber and minerals, with returns of emigrants and merchandise.

13. Can you distinguish what will be peculiarly from the United States, and what is strictly Canadian?

Answer—My answer to the last question sepa ..es them generally.

14. From what sources did you derive your data for estimating the amounts of traffic?

Answer—From the reports of the Boards of Trade of the different cities of Chicago. Milwaukee, Buffalo, and others, and also from the traffic returns of the Saulte Ste. Marie, the Welland, the Erie, the Oswego, and the St. Lawrence Canals.

15. What is the date to which you have brought this estimate ?

Answer—The year 1866 in most instances, in some only to the year 1865, in lumber and staves through Buffalo only to the year 1862,

16. What was the population and proportionate area of land under cultivation for the districts which you took into account ?

Answer—The area of land which I estimate as tributary to this canal in the United States amounts to 614,548 square miles, say 394,310,720 acres. The population of which area in 1860 amounted to 4,132,827, and the amount of land under cultivation at that time was 34,983,680 acres, being less than seven per cent of the total area. In addition to this vast extent of country, there is our own North-West Territory, which is estimated at a much larger extent of valuable mineral and agricultural lands.

17. Have you estimated the comparative costs of freight between this route and others now in existence ?

Answer—I have.

18. What do you consider will be the advantage derived from the construction of this canal ?

Answer—A reduction of 50 per cent. in freight, and a saving of time in the transport of freight to nearly the same extent.

19. In estimating the cost of constructing this work, on what data have you proceeded ?

Answer—By first preparing plans and specifications of what works I conceived would be adequate for the requirements of this canal, then carefully calculating the quantities of the same, and bringing out the results at what I believed to be good and sufficient rates.

20. Will you inform the Committee what are the chief items of your estimate ?

Answer—Earthworks, about 61,000,000 of cubic yards, about 1,500,000 cubic yards of puddling, about 31⅓ miles of sloped protection and retaining piles, in deep excavation, 42 locks, 27 waste wiers, 4 railway bridges, 24 other bridges, 25 miles of hydraulic main, permanent and temporary fencing, terminal harbours, and crib protections in Lake Simcoe, land and severance damages, with culverts, flood-off-lets, towing paths, wharves, work shops, offices, and other works of a minor character.

21. Can you give the Committee any details showing the manner in which these estimates have been arrived at ?

Answer—I can. My book of estimates is here for the inspection of the Committee.

22. Are you aware that it has been stated that if this canal was filled with vessels from stem to stern, and night and day, it could not pass sufficient freight to warrant the expectation of a dividend ?

Answer—I am aware of what has been so stated, viz: that if it was filled with vessels from stem to stern it would not pay.

23. What is your opinion regarding that statement ?

Answer—That is totally untrue, and has originated, in my opinion, in an error of calculation, in a report made be M. P. Hayes, Esq., to the Board of Trade at Toronto, which was received and adopted at the annual meeting of that Board, February 27th, 1856, vide page 35, of that report.

24. What is your estimate of the capacity of this canal ?

Answer—My estimate of the actual capacity of the canal, is 19,008,000 tons per year, but as the prospects of return freight are much more limited than freight going to the East, I have reduced this estimate to 12,672,000 tons per year.

25. Can you indicate to the Committee, or in any way state that any official communications have passed between any of the States Governments and the Government of Canada ?

Answer—Yes. In 1863, a deputation was sent from the State of Illinois, to the Goveroner General of the British Provinces, at Quebec, I presume this application is on record in the archives of the House.

(Signed) WM. SYKES, C. E.

Toronto, December 9th, 1869.

To *Mr. Cameron* Mr. Sykes explained that the length of canal would be 40 miles. The whole distance would be 97 miles from lake to lake. It would take 42 hours to pass from Nottawassaga Bay to the Humber—possibly less—by tugging, to long reaches or hydraulic power on the short reaches. There are 56 miles without a lock, there steam tugs would be most available, and 8 miles an hour might be obtained; in the canal about 4 miles an hour, or on the short reaches two miles an hour. He estimated 20 minutes for passing each lock. He stated the matter as if all were steamers, but if sailing vessels, then as being towed, screw vessels could be used. He had seen hydraulic power applied on a small scale, but it was coming into existence more generally, and was now in use in Austria, and was being tried on the Erie Canal. There was no doubt as to its applicability, but screw vessels would soon be exclusively used. A screw vessel could come from Chicago to the point of divergence in about thirty hours. From the point of divergence to Collingwood might be about 350 miles, from the same point to the foot of Lake Huron about 600 miles. It would take 77 hours to go from the point of divergence to the head of the Humber in Lake Ontario, and 90 hours from the point of divergence to the mouth of the Welland on Lake Erie, which is about 900 miles. It would take 24 hours to pass the Welland Canal. The distance from the point of divergence to Sarnia he was not quite sure about. A screw steamer should travel 375 miles in 35 or 36 hours. The Welland Canal has 27 locks, and is 28 miles long. This canal has 42 locks. He gave twenty minutes to each lock. Each lock covered about 60 yards. He estimated the travelling at the rate of two miles an hour through the 27 miles, which would make 13½ hours, and 9 for the locks—in all 24 hours. The lake navigation should be at from 9 to 10 miles an hour. The difference in distance would be 370 miles, and the difference of time 23 hours.

Mr. Cameron—If his figures were right, he made it 29 hours.

Mr. Sykes—It was 640 miles from Chicago to Collingwood, and say 100 miles through the canal, which would be traversed say in 122 hours. This was taking the lake navigation at 8 miles per hour. It is 980 miles from Chicago to the mouth of the Welland, and 27 miles through the canal, which would be traversed in 146½ hours, making a difference of 24½ hours. The cost per day of a vessel of 1,200 tons—a sailing vessel, would be $72 per day, including insurance and 17 men employed upon the ship. The canal navigation would be open for seven months, but these vessels could go anywhere, therefore the estimates had been made on annual wages. The average insurance would be about 7 per cent. The general idea of the tols, was that they should average 80 cents on the gross ton, so that such a vessel would pay $960; such a vessel could not go through the Welland.

Mr. Cameron—Yes, if the Welland were deepened.

Mr. Capreol—And strike on St. Clair flats.

Mr. Cameron—The St. Clair flats have been deepened since this project was started.

Mr. Sykes—That the tolls on the Welland, were 25 cents a ton, but they must be increased if the canal were deepened. It costs now 1 cent per ton per mile, to bring corn from Chicago to Toronto. That, at least, is what it is done for, but it costs really more. There are 33⅓ bushels in an American ton, and 37 bushels in a British ton. That 33 bushels would cost $6. He did not believe it could be brought for half a dollar a ton.

Mr. Hays—From Chicago to Sarnia, it costs a York shilling a bushel.

Mr. Sykes—From Chicago to Collingwood, it would cost about $1.50 a ton. He thought a good deal of grain would be shipped from Canada by this canal, instead of by rail. He did not think there would be much saving in going by rail, considering transference and other delays and costs. The canal was for the advantage of the Western States and Canada also. The introduction of grain from the West, would not lessen the price of grain here, because it would mostly be exported. But if it were cheapened, he did not think the people would mind that. He did not think there would be anything wrong in bringing American wheat to compete with our own.

Mr. Oliver—Did not see it in that light. It would not alter the price of grain. The Americans can come to Collingwood now.

Mr. Cameron was not sure whether the protection principle was right. He had never satisfied himself what was the true principle He did not think Toronto would

be benefited by the canal when the canal was finished. It would rather be a detriment if it went to the Humber.

Mr. Caproel—It might go to the Don. He did not know. That would depend upon the English Engineors.

The Committee then adjourned till 9:30 to-day.

ADDRESS TO MR CAPREOL.

On the arrival of Mr. Capreol from England on the 9th September, 1868, there appeared notices thereof in the Toronto newspapers of the 10th September, after the following manner:

"Arrival of the Canal King."—"Enthusiastic Reception."—"10,000 Citizens Present."—"Imposing Torch-light Procession."—"The Streets in a Blaze of Light."—"Address of Welcome."

At the St. Lawrence Hall a grand reception meeting took place, when the Mayor called upon Captain Dick to read the Address to Mr. Capreol, which was as follows:—

To FREDERICK C. CAPREOL, *of the City of Toronto, Esquire, President of the Huron and Ontario Ship Canal Company.*

Sir,—It is with great pleasure that we, on behalf of your many friends, and the friends of the great undertaking in which you have so zealously labored, on the occasion of your return among us, congratulate you on your safe arrival, and on the success which has attended your efforts. These efforts have been of so public a nature that we must be excused if we only speak of them.

Our citizens, and the public at large, have long known you as one whose best years have been spent in aiding and promoting whatever might tend to the advancement and prosperity of our young country. We are not insensible of the fact that but for your indomitable energy and zeal in the past, the fertile country lying between this city and the Northern Lakes would, in all human probability, have been for many years later, left without proper means of communication, and that its many resources must have found a tardy means of egress to the profitable markets which the Northern Railroad secured to the now flourishing settler of this wealthy district.

Great an enterprise as was the Northern Railway at the time of its construction, the Huron and Ontario Ship Canal is a work of much greater magnitude and importance; when constructed it must confer on Canada, and to some extent, the whole mercantile world, advantages which but few undertakings of any age or country can equal. It will couple the far West with the seaboard, afford a highway from the interior of this vast Continent to the Atlantic, and form an important link in the great chain of communication which must, at no distant day, pass through British America from the Atlantic to the Pacific.

We are pleased to learn that your negotiations in England, on behalf of this important work, have been so far successful, that the most serious obstacles to the construction of the Canal have been overcome.

We earnestly hope that a liberal policy on the part of our Governments will afford the means of carrying on to completion the great project, which owes so much to your indefatigable labors and perseverance, and bring with it the full fruition of our warmest hopes.

THOMAS DICK, *Chairman.*
DAVID BLAIN, *Secretary.*

TORONTO, 9th September, 1868.